

LOCAL AND GENERAL

The BANKERS DIVIDENCE.—The dividends of the joint-stock banks have in a few cases fallen below last year's level; but in view of the exceptional character of the past six months it is remarkable that they are so good. On all hands had debt been heavy enough to cause uneasiness among shareholders, and the "House," that great centre of activity, has been in an extremely depressed condition. Yet most of the banks come out with their usual dividends of from 10 to 15 per cent. on average. The Colonial Bank, the lucky re-entrade man business men must needs feel some degree of envy. Nevertheless we cannot help thinking that if English banking rested upon a more stable basis than that, if the position which has hitherto characterized our trade were larger, if the reserves existed in an immediately available form, and if a greater proportion of liquid assets were kept in hand, it would be found no disadvantage to express his regret, which he was sure was shared by all the members of the Government, that Mr Wong Shing owing to age did not see his way to remain a member of the Board.

A CASE OF CHOLERA.
Mr Francis, in a note to the Mortality Statistics, urged its enquiry be made into a case of cholera that occurred among the troops.

The Colonial Surgeon said they had no jurisdiction over the troops. He had no doubt all precaution had been taken by the military authorities, and the regulations were very stringent. Only one case had appeared. There had been quite time for others to appear. He supposed it was one of those cases of sporadic cholera they had.

INTO EVERY HOLE AND CORNER.
Mr Francis, in a minute to the Superintendent, reported his report, saying that it would go well if Mr McCollum went into every hole and corner in the Colony. The value of his personal oversight once or twice a month would be immense.

The Colonial Governor—Every hole and corner in the colony—in a minute I want into every hole and corner, but he took me nearly six months. It is a ridiculous mistake altogether.

The President—I Mr McCollum's time was taken up going into all the holes and corners, business in the office might not go on so well as at present. Mr McCollum does visit a great many holes and corners in the Colony.

The Superintendent—I go round the Colony once a week.

WORKS RECOMMENDED BY THE BOARD—THE "HYGIA."
A robust of the public works recommended by the Board was laid on the table.

Dr Canlie, in a minute, said the Government did not seem to consider the importance of the service rendered necessary.

Mr Francis, in a minute, said it was incorrect to put down the Hygia as a recommendation of the Board. The Colonial Surgeon informed the Board at least three times that it was abundantly clear that the Hygia was sorely and simply a quarantine station.

The Colonial Surgeon said he found, on hunting up his papers, he had recommended that the bulk should be an epidemic hospital. As far as the objection to it goes, as for that purpose, on the ground of its enormous distance. He thought considerable small-pox cases might be sent there, thus relieving the congestion at the Civil Hospital. When convalescent, a small-pox patient might safely be moved.

SERVICES RENDERED BY FRONCOIS.
Mr Francis proposed before he drafted his series of resolutions on the Epidemic Hospital question, the subject was postponed.

THE VACANT INSPECTORSHIP
There were thirteen applications for the post of Sanitary Inspector rendered vacant by the death of Inspector Kinnison. The board decided that Mr Henderson, Superintendent of Police and Mr Henderson appointed a committee to consider the applications and make a recommendation to the Board.

CHANGE IN THE DAY OF MEETING.
The President said that as Thursday was now fixed as the day of meeting of the Executive Council it would be better to alter the Board's day of meeting. The Legislative Council met on Monday, but the other days of the week except Thursday were open.

It was suggested that on Friday in future, Dr Canlie said he did not know why the Board could not have a recess, like the Legislative Council.

The Board adjourned till Friday, 8th September.

CORRESPONDENCE

THE OW GUS.
To the Editor of the "CHINA MAIL."
Hearings, 30th August.
Sir,—I read with great interest the Register General's able report on the Census of the Colony. But I am not pleased. The report has one great defect. It gives no reason for the fact that population statistics paper residents were required to state their birthplace. It would therefore have been an easy matter to have divided the British population into the various races—Chinese, Scotch, English, Irish and Colonial. Inasmuch as the Chinese are the vast majority in the majority perhaps Mr Look-hat would look over his bin of paper and give us the information. Don't be too modest, Mr Registrar. This is the failing of your countryman.—Yours,

TIE M'NAIL.

Mails.

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.

Proposed sailings from Hongkong, 1891.

(Subject to alteration.)
Empress of India (Tuesday) 1st Sept.
Empress of Japan (Tuesday) 22nd Sept.
Empress of Japan (Tuesday) 13th Oct.THE M. S. EMPRESS OF CHINA,
5,700 tons, Captain ALEX. PULLEY,
will sail at noon, on TUESDAY, the
1st September, with Her Majesty's Mails,
will proceed to VANCOUVER and SEAN-
HAI, INLAND SEA, KOBE and YOKO-
HAMA.

RATES OF PASSAGE.

(In Mexican Dollars)

FROM HONGKONG, FIRST CLASS.

TO	One way	Prepaid Return
Vancouver, Victoria, B.C., Seattle, Tacoma, Portland, Ore., San Francisco, Cal.,	226	398 994
Banff, Calgary, Alberta, Winnipeg, Man.,	258	393 487
Minneapolis, St. Paul, Duluth, Minn.,	268	428 409
Chicago, Ill., Kansas City, St. Louis, Mo.,	298	448 517
Milwaukee, Wis., Detroit, Mich., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont.,	308	478 594
Buffalo, Niagara Falls, N.Y.,	318	468 543
Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, N.Y.,	318	468 543
Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B.,	318	468 543
Liverpool, and London via	328	578 650
Paris via Liverpool and	348	598 670
London via Liverpool and	348	598 670
Havre, via Liverpool and	348	598 670
Bremen, via Liverpool and	348	598 670
Hamburg, via Liverpool and	348	598 670

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and 2nd class steamer and rail, also Steamer
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return ticket is reckoned from date of issue
to date of re-embarking at Vancouver.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
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to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services, to
European officials in service of China or
Japan, and to Government officials.Osaka.—Through Bills of Lading issued
to Japan, Pacific Coast Points, and to
Canadian and United States Ports.Consular Letters of Goods for United
States Points should be in quadruplicate;
and one copy must be sent forward by the
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General Freight and Passenger Agent,
Canadian Pacific Railway Company, Van-
couver, B.C.Passengers must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.For further information as to Passages
and Freight, apply to
DODWELL, CARILL & Co.,
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SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
ATLANTIC & OTHER CONNECTING
STEAMERS.Proposed sailings from Hongkong,
Sept. 3, 1891, TUESDAY, Sept. 3,
1891, SATURDAY, Sept. 26,
1891, TUESDAY, October 20,
1891, SATURDAY, Oct. 26, 1891.THE Steamship BELGIO will be
despatched for San Francisco and
Yokohama and Honoluli on THURSDAY,
2nd September, 1891, at 1 p.m., connection
being made at Yokohama, with Steamers
from Shanghai and Japan Ports.

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To Liverpool and London\$325.00
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Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.All Fare Tickets should be marked to
address in full, and same will be received
by the Company's Office until 5 p.m. the
day previous to sailing.Consular Letters, to accompany Cargo
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Company's Office, addressed to the Col-
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J. S. VAN BUREN,
Agent.

Hongkong, August 17, 1891. 1879

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Hongkong, July 18, 1891. 1840

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Secretary,
Hongkong, August 25, 1891. 1456

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
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3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
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